

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

"NANNING," 569 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares: Canton to Wuchow, Single \$15.00, Return \$25.00.

Canton to Tak Hing, Single \$12.50, Return \$21.00.

Canton to Samshui, Single \$7.50.

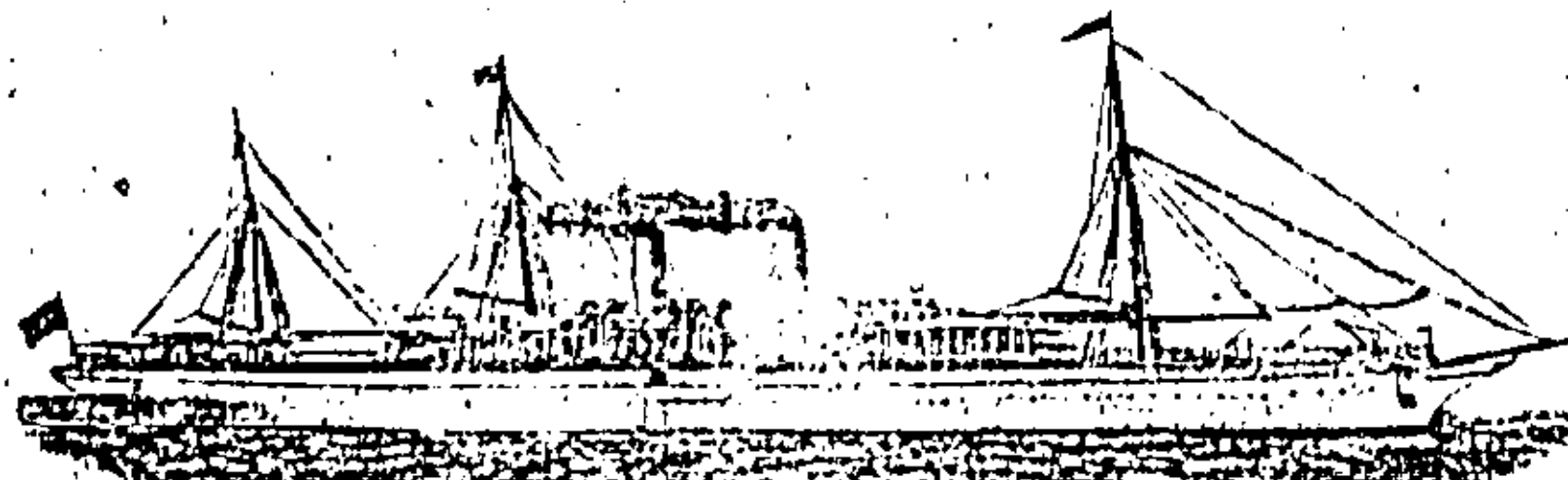
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., Hotel Manxian, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trip.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	4,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPERESS OF CHINA"	4,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	4,140	WEDNESDAY, April 11	May 5
"EMPERESS OF INDIA"	4,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	4,000	WEDNESDAY, May 2	May 26
"EMPERESS OF JAPAN"	4,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence \$60. Via New York \$62. Hongkong to London, Intermediate only \$40. Steamer, and 1st Class Rail \$42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to E. BROWN, General Agent, Hongkong, 21st February, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	23rd Feb. } Freight.
LIPERIA	HAMBURG. (Calling at SINGAPORE).	27th Feb. } Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March } Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March } Freight.
SILESIA*	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April } Freight and Passengers.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April } Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 20th February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG; Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 28th February.
PRINCESS ALICE	WEDNESDAY, 14th March.
BAVERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 28th day of February, 1906, at Noon, the Steamship ZIETEN, Capt. F. von Binner, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,303	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	Return	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	\$48.00	\$28.10	\$18.10	Return \$42.00	\$27.15	
TO BRISBANE	\$40.00	\$20.00	\$14.00	Return \$54.00	\$36.00	
TO SYDNEY	\$33.00	\$13.00	\$15.00	Return \$59.10	\$41.10	
TO MELBOURNE	\$34.10	\$14.10	\$16.00	Return \$62.50	\$44.50	
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00	
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00	
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA	96.00
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAVERN	FRIDAY, 2nd March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 14th March.
YOKOHAMA & KOBE	PRINZ WALDEMAR	WEDNESDAY, 14th March.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	63.00
TO PARIS VIA CHERBOURG	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 20th February, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO.	HONGKONG.	MARSEILLES & LONDON.	BRINDISI (2 days earlier)	PLYMOUTH (1 day later)

	Tons.	Noon, Saturday.		Tons.	Saturday.	Friday.
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000	Feb. 24	MOLDAVIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000	Mar. 10	MONGOLIA	10,000	April 7	April 13
DELTA	8,000	Mar. 24	MOULTAN	10,000	April 21	April 27
OCEANA	7,000	April 7	MARMORA	10,500	May 5	May 11

ARCADIA 7,000, April 21. VICTORIA 7,000, May 20. May 26. DEVANHA 8,000, May 5. HIMALAYA 7,000, June 3. June 9. DELHI 8,000, May 19. INDIA 10,000, June 17. June 23. Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG About	DUE AT LONDON About
† JAPAN.....	4,500	Feb. 14	Mar. 31
† SUMATRA.....	5,000	Feb. 28	April 14
† NUBIA.....	6,000	Mar. 14	April 28
† JAVA.....	4,500	Mar. 28	May. 12
† FORMOSA.....	4,500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at Marseilles.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent,

Hongkong, 5th January, 1906.

[4]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILIWONG	JAPAN	Second half February	JAVA PORTS	Second half February
TJIPANAS	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP	JAPAN	Second half March	JAVA PORTS	Second half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor, Hongkong, 5th February, 1906.

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Intimations.

A. S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE
HONGKONG DISPENSARY

IMPORTANT NOTICE.

IN ADDITION TO THE
5 PER CENT. DISCOUNT
ALREADY ADVERTISED,

FURTHER
REDUCTIONS

Have been made from this date IN THE
PRICES of many of the following:—

PATENT MEDICINES,
INFANTS' FOODS,
SOAPS,
PERFUMES.

WE MAINTAIN THE LARGEST
and MOST COMPLETE STOCKS of
these GOODS in the Colony, and our
Stocks being frequently turned over, ensures
all Goods being FRESH and in the BEST
CONDITION.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS,

ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

Hongkong, 20th January, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Street,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
Weekly—\$12 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messengers. On copy sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEB. 21, 1906.

**THE IMMENSE WEALTH
OF CHINA.**

An assertion repeated at frequent intervals
usually becomes an accepted fact in course
of time, and the reformer who harks back to
the actual condition of things may be treated
with derision. But a report compiled by
an official of the standing and ability of Mr.
George Jamieson, C.M.G., formerly the
British Consul-General at Shanghai, cannot
be lightly disputed, and such a report has
just been issued by the Foreign Office under
the title, "Land Taxation in the Province
of Honan." It has been customary to assert
that China is a poor country, with vast un-
developed resources, but still poor. When
the Powers demanded an indemnity after
the war there were constant representations
that China could never pay anything in the
nature of an exorbitant demand, and the
United States was magnanimous enough to
forego her claim to any indemnity. The
Mackay Treaty, indeed, bears evidence that
the comparative poverty of China was a
basic consideration of those who framed its
provisions, the great idea being that the
Chinese Government should support, or, at
least, should not hamper or hinder, com-
panies formed to develop the Middle King-
dom by the instruction of modern
methods. In the light of these facts, an
illuminating and remarkable report is
that published by Mr. George Jamieson, and
it deserves more attention than is usually
devoted to the "blue" books of the Di-
plomacy and Consular Service. In 1897 Mr.
Jamieson wrote a report as to the incidence
of the land tax in China, by far the most im-
portant of the many taxes imposed. Now
he has collated additional information which
has been obtained from the official reports printed
in the Peking Gazette, but no reliable
figures of the sums received from the
peasantry could be gathered. Now, how-
ever, Mr. Jamieson has investigated the
conditions in Honan, as illustrated by the
taxes imposed on the Peking Syndicate,
which in 1898 secured the right to build a
railway to connect its mines with navigable
waters and, for that purpose, to acquire by
purchase the necessary land. The Syndi-
cate proceeded in 1902, after the Boxer
trouble, to acquire land to the extent of
1,500 acres from some 6,000 landowners.
They purchased the land outright, becoming
ordinary proprietors under native tenures,
and subject to the same taxation as Chinese
landowners. In due course they were re-
quired to pay land taxes; and in 1903 and
1904 they met the official requirements. The
Peking Syndicate acquired 9,216 1/2 mou—
a mou being, roughly, a sixth of an English
acre—and their annual taxes amounted to
1,734.88 Kuping taels—a Kuping tael being
11 per cent. better than the Shanghai tael,
or about three shillings in English money.
From that, Mr. Jamieson works out his
calculations of the land tax returns in Honan.
The land tax seems to date from 1710, but
by surcharges and exactions the original tax
has been doubled or quadrupled. And in
this connection Mr. Jamieson may be
quoted:—"It may be noticed in passing with
what extreme accuracy calculations were
made in those days when figures were worked
out to the seventh decimal. One wonders
by what extraordinary arithmetic the land
tax came to be fixed at exactly 0.0368355
taels per mou, or in what conceivable coin
the unhappy cultivator paid down to, say,
the ten thousandth part of a farthing." When
the surcharges rise beyond the means
of the peasants a riot occurs, only to be
settled by a compromise arrived between the
magistrate and the settlers. However, with-
out going into details as to how the authori-
ties work a "squeeze" by adopting for
calculating purposes a theoretical coinage
and converting that into copper cash at an
arbitrary rate, and then reconverting it into
current cash—whereby 70.657 taels becomes
166.20 taels—we come to Mr. Jamieson's
consideration of the return from the land
tax in Honan. That province is taken as
typical of China—good plains land in a high
state of cultivation. "The area of Honan
province is about 60,000 square miles.
Assuming that two-thirds of this is under
cultivation, the taxable area would be over

25,000,000 acres, or at 6 mou to the acre,
say 150,000,000 mou of ground." The area
actually registered as cultivated is given as
63,986,185 mou—which is taken on the
authority of the returns of 1812. But that
amount must have more than doubled in a
century. On the basis of 150,000,000 mou
the sum levied on the people would be well
over 23 million taels—"a sum which is not
very far short of what is now returned for
the whole Empire of China." Mr. Jamieson
proceeds: "Compared with the insignificant
sum of less than 3,000,000 taels now re-
turned by the province of Honan, these figures
may well seem incredible, but I simply state
facts as I find them." But taking the 1812
returns of cultivated land the tax collected
on land would still amount to over 12 mil-
lion taels. Where does the odd 9 million
disappear to? Of course there is only one
possible assumption; it goes into the pockets
of the officials en route to the chief officials
and to Peking. So that three-quarters of the
total sum collected is sheer wastage, to
describe it by no stronger term. Taking
the whole Empire of China the proceeds
from land taxation alone should amount to
451 million taels—or on the basis of Sir
Robert Hart's calculations 450 million taels.
"The experience of the Syndicate's railway
in Honan shows an average levy of 0.1882
taels, or nearly double the sum at which Sir
Robert Hart puts it, so that if the present
levy is only continued there should be
400,000,000 taels forthcoming for Imperial
purposes, and yet a very large sum left over
for costs of administration and other pro-
vincial purposes." Naturally, the conclusion
is that China is very far from being bank-
rupt; and if the Chinese Government
would only see it they should reap an
annual income from land taxation nearly
twenty times larger than they do at present.

BRITISH CHIVALRY.

One is reminded by a case which cropped
up in Court yesterday that, all things con-
sidered, the Briton can scarcely claim to be a
chivalrous individual. It is true that at one
time he would scour the country with, over
one eye, a patch which could only be re-
moved when the knight had performed some
act of valour; or a glove at his throat, only
to be pocketed when he had slain some
equally quixotic adventurer. But these were
only emblems which gave permission for
unbridled license. The fair ladies of a past
age were supposed to admire the gallant who
committed excesses, who challenged all and
sundry to sanguinary conflict, in their name.
Elizabethan days were devoted to his
mistress by fancy names such as "my sun-
dazzling serenity" or some similar fantasy
which betokened, one would imagine, a
weakening of the brain. Nowadays, the
chivalry of the ordinary male begins and
ends with the offering of a seat in a crowded
car, and even that is done with bad grace.
When it comes to granting rights to women
the Briton is woefully slow to act. Out in
the East no married woman has any legal
rights to her own property—the husband is
supreme lord, and can make ducks
and drakes of it if he feel so inclined.
There is no divorce law, no breach of pro-
mise law, and it is doubtful if women have
any sort of vote whatever. In yesterday's
case, a schoolmaster was arrested for taking
to wife a woman who already had a hus-
band. It turned out that the real husband
refused to maintain his wife. In these cir-
cumstances the schoolmaster and his wife
were allowed to go with a sort of warning
not to do it again, but were any steps taken
against the real bona-fide husband? He
wasn't even considered, his marital duties
having apparently ended when the other
man "stole" his wife. The decision of the
Magistrate in this case was one that com-
mended itself to all parties. The school-
master and the lady were satisfied, and the
relieved husband will, no doubt, be satis-
fied, so that the judgment is one which
might have been delivered by Solomon. But
it would be interesting to contemplate what
would have happened had the woman
"stolen" another wife's husband.

LOCAL AND GENERAL.

DENSE fog is reported as prevailing outside the
harbour, which is considerably interfering with
the maritime traffic in and out of this port.

The captain of the s.s. *Velva* reports that on
Sunday he passed a quantity of wreckage and
matting and a spar about 15 inches in diameter
and 50 feet in length, in lat. 20° N. long 113° E.

MARTIN Schrau, a seaman of the s.s. *Draken-
berg*, was fined \$3 this morning at the Police
Court by Mr. F. A. Hazeland for being
drunk and disorderly at East Point last night.

ANOTHER case of plague was reported in
Hongkong to-day. The victim was a Chinese
man residing in Queen's Road West. This is
the 23rd case which has occurred in Hongkong
this year.

THE master of the s.s. *Java* reports that pass-
ing in lat. 20 deg. N., long. 113 deg. 40' E. on
Sunday, 18th inst., he passed a quantity of
drift wood, bamboo and matting, also a square
spar about 15 in. wide by about 50 ft. long.

DON Miguel Velasco, chairman of the advisory
board and ex-officio member of the municipal
board of Manila, arrived in Hongkong yester-
day, accompanied by Sra. de Velasco and
family. It is stated that he will spend a month
in Hongkong.

It is rumoured that the various hotel proprietors
of Singapore have under contemplation the re-
duction of their rates on a uniform scale in
harmony with similar action of the leading
European firms, since fixity of exchange has
become an accomplished fact.

In connection with the Tanjong Pagar Dock
Arbitration, the London correspondent of a
Singapore contemporary says that it is whis-
pered that there was no great necessity to send
Sir Michael Hicks-Beach to Singapore. There
will, therefore, be a lively debate in the Legis-
lative Council when the bill for all this business
comes up for settlement.

THERE was a remarkably light docket at the
Police Court this morning, which must have
been a record, for it did not tax the energies of
their Worship for more than a short half
hour. Either crime is on the decrease in the
Colony or "Bobby's" excessive zeal is instil-
ling the fear of the law into the hearts of the
criminal classes.

By kind permission of Lt.-Col. Atkin and
Officers, the Band of the 19th Infantry will
play the following programme of music, at the
King Edward Hotel, during dinner, on Thurs-
day, 22nd February, (weather permitting):—
March, "The Die is Cast" (Nowotny)
Overture, "Le Dieu et la Bayadere" (Auber)
Valse, "La Gitan" (Bucalossi)
Selection, "La Perle Noire" (Offenbach)
Two-step, "Laughing Water" (W. Hager)
Spanish Serenade, "La Paloma" (Yradier)
God Save the King.

In Summary Jurisdiction this morning, His
Honour Mr. A. G. Wise, Puisne Judge, pre-
siding, an Indian sued a compatriot for the
recovery of a sum of money as being money
lent by the plaintiff to the defendant. Mr. R.
Gardiner, of Mr. O. D. Thomson's office, who
appeared for the plaintiff, stated that the claim
had been made for money lent, but it should
have been made for money obtained by de-
fendant on behalf of plaintiff, and Mr. Gardiner
asked leave to amend the plaint accordingly.
His Honour said he could not allow such
amendment without the consent of the other
side. The defendant refused to consent to the
amendment and the case was dismissed with
costs, but with leave to the plaintiff to bring
another suit.

THE *Times* has taken the subject of the sale
of the Philippines up in a very serious editorial
in which it declares that there is reason to give
the report every credence. That paper declares
that the American people deeply regret having
acquired the islands and nothing would be
more satisfactory than for Japan to relieve
the United States of the undesirable burden. Con-
tinuing, the *Times* points out that successful
colonial enterprise has proven a failure under
republican institutions and that the adminis-
tration of the islands should not be over-
looked and gives as its opinion that a deal is surely
now on to sell the islands to the Mikado.

THE carelessness of a "lily-footed" Chinese
woman resulted this morning in an accident
which might have been attended with very
serious results, and may yet lay the woman
hors de combat for a while. As tram car No.
16 was rounding the bend just before Harbour-
master's office, the woman wanting to alight,
instead of waiting for the car to stop, stepped
off as it was slowing down, and, as usual,
stepped off the "wrong way." Her feet were
no support to her and the result was that her
face came into violent contact with mother
earth, much to the detriment of the former.
When picked up by a bystander she was found
to have sustained a nasty cut just beside the
right eye, which bled profusely, as well as cut
lips, and bruised arms and legs. She appear-
ed utterly dazed by the shock but after sitting
a while on the side walk to recover her senses,
she suffered herself to be sent to the Govern-
ment Civil Hospital. Of course, the usual in-
quisitive crowd quickly congregated, and the
remarks heard from some of the gapers were
somewhat more personal than sympathetic.

STRIKE IN MANILA.

A strike has been in progress in Manila
among the native cargo handlers, but the
stevedores are hopeful that the situation will
soon be "well in hand."

The work of discharging the steamer
Tremont was performed by 67 coal heavers
secured from Cavite. The after hatches of the
vessel were worked by 66 members of the crew,
including cabin boys, stewards and firemen, and
the work was reported by Captain Sherman to
be progressing satisfactorily. The *Tremont*
will sail on time.

The steamer *Shimura* was also being dis-
charged rapidly by scabs from across the bay.
A gang of fifteen men to discharge the cargo
of the steamer *Tean* was secured without diffi-
culty. The Chinese crew aided in the work
and there was no delay in dispatching the
vessel.

The rice steamer *Kanpoi* was also dis-
charged by the crew and work on the coal
steamer was progressing uninterruptedly.
It was the consensus of opinion when last
mail left that the strike had passed the zenith
and that by Monday morning the regular
forces of cargo handlers will be back to work.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 21st at 12.5 p.m. The barometer has
fallen slightly over 3. China where pressure
remains low for the time of year.

Returns from the North are entirely lacking.
Moderate S.E. and variable winds are indi-
cated in the Formosa Channel and the N. part of
the China Sea.

Forecast:—moderate S.E. or variable winds;
showery, fog at times.

HAPHAZARD STREET REPAIRING.

ICE HOUSE STREET "UP" AGAIN.

It is interesting to observe, remarks a corre-
spondent, that Ice House Street is "once again
in a state of upheaval. Somewhat less than
a couple of months ago, when the weather was
at its worst and mud reigned supreme, the
Telephone Company, or perhaps it was some
other concern, had the street in disruption.
Now they are at it again. One side of the
thoroughfare is "up" to the depth of about
three feet, and the coolies are working away in
that methodical leisurely way which is so
exasperating. It would not matter so much if
Ice House Street were a bye-lane or an unused
alley. But it is probably the busiest thorough-
fare for its size in all Hongkong. It is the
connecting link between Queen's Road and all
the principal offices in the city. Stockbrokers,
and business men generally, are rushing up
and down the miserably narrow street at all
hours of the day—continually, in fact. In
ordinary seasons it is just possible for two
rickshaws skilfully steered to pass each other,
and even then there is some element of danger
in the operation. But when the street is under
repair it is practically impossible to avoid a
collision. Even if the passing vehicles man-
age safely to negotiate the passage, the occu-
pants are in such fear and trem-
bling of a spill, which would in all proba-
bility result seriously, that their nerves
are all awry for hours afterwards. Now why
should it be necessary to be perpetually tinkering
with Ice House Street? If the gas people,
the Public Works Department, the Telephone
Company and all the others who are at liberty
to open the street at their own sweet will were
to arrange matters the street need not be open-
ed up once in a blue moon. But as it is they
all act independently and seem, indeed, to
take a pride in following in each other's foot-
steps. It is really too bad. Now that the Hon.
Mr. Pollock seems to be taking the streets and
roads under his wing he might give some of
his attention to this matter. If he managed
to secure some improvement in the present
methods of dealing with Ice House Street he
would earn the gratitude of all who have busi-
ness in the vicinity of the banks.

SENTENCED TO DEATH.

In the case Chau Kam, Wong Sing, and Ho
Ah Wong, charged at the Criminal Sessions,
yesterday, with the murder of Chau Bei Chan,
alias Choi Ming Chan, excise officer at Tai-
po, on the 3rd inst., Counsel having addressed
the jury, and His Honour the Chief Justice,
Sir Francis Piggott, having summed up, the
jury at 5.45 p.m. returned a verdict of guilty
against all the prisoners, and the latter were
thereupon sentenced to suffer the death penalty.
This closed the Sessions.

JAPANESE SHIPPING.

A PLETHORA OF TONNAGE.
It has been previously reported in this
column that the Japanese shipping owners in
this country, says the *Japan Chronicle*, are
meeting with hard times in consequence of
the remarkable increase in tonnage following
the release of transports from the Government
service. One way of employing vessels is the
extension of services, and the Osaka Shosen
Kaisha has decided to increase its capital with
the double object of extending its service and
reducing its dependence on the Government.
The Union of Steamship Owners has on foot a
scheme to incorporate themselves into one large
steamship company, and the Nippon Yusen
Kaisha has called a meeting of managers of
branch offices at Hongkong and other ports in
the East to consider the measures to be taken
in consequence of the withdrawal of the
Government subsidies to the Bombay line and
the coasting trade of the Empire. In the past
twenty years the merchant shipping in Japan
has, as we all know, grown up from little or
nothing. In 1893 the tonnage of the mercantile
marine was 180,000; in 1896 it was 320,000
following the war with China. Since then the
figures have continued to increase, and in 1903
stood at about 660,000. There was another rapid
increase during the late war, and the aggregate
tonnage now stands at over 930,000. The Nip-
pon Yusen Kaisha fleet consists of 75 vessels
with an aggregate tonnage of 260,000; the
Osaka Shosen Kaisha fleet numbers 97 vessels
with an aggregate tonnage of 92,000; and the
fleet of the Union of Steamship Owners, 171
vessels with a total tonnage of 313,000. Besides
these many steamers are owned by the Kwansai
Union of Steamship Owners, the Mitsui Busan
Kaisha, the Hokkaido Colliery and Rail-
way Company, and others. The increase in
shipping has naturally resulted in competition,
which in turn is causing a rapid decline in
freight rates. How long the present unfavour-
able conditions will last is a question. It is,
however, expected that the situation will im-
prove in a year or so. Returns made by the
Department of Communications show the total
number of vessels in Japan on the register at
the end of last year to be as follows:—

STEAMERS.		Registered tonnage	
	No.		
Between—			
20 and 100 tons, gross, ...	643	16,085	
100 and 500 " " " " " "	248	24,661	
500 and 1,000 " " " " " "	89	21,080	
1,000 and 2,000 " " " " " "	118	51,641	
2,000 and 3,000 " " " " " "	123	118,310	
3,000 and 4,000 " " " " " "	96	150,810	
4,000 and 5,000 " " " " " "	39	84,712	
5,000 and 6,000 " " " " " "	11	32,506	
6,000 and 7,000 " " " " " "	3	16,588	
7,000 and 8,000 " " " " " "	18	68,315	
Above 8,000 " " " " " "	1	4,627	
Total	1,394	589,349	

SAILING VESSELS.
Between—
20 and 100 tons, gross, ... 2,480 151,287
100 and 500 " " " " " " 1,212 153,509
500 and 1,000 " " " " " " 4 1,457
1,000 and 2,000 " " " " " " 2 1,660
Above 2,000 " " " " " " 1 1,418
Total

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

BRITAIN'S REQUEST.

NANNING WANTED AS OPEN PORT.

Shanghai, 21st February,
1.45 p.m.

Sir Ernest Satow, the British
Minister to China, is reported to be
urging the Waiwupu to declare
Nanning an open port.

[Nanning is a city of the first rank in
China, and occupies an important position
in the province of Kwang-si. It has
been described as the most important city
above Wuchow and has a large population. It
does a considerable business in exporting
star aniseed and aniseed oil, Yunnan opium,
sapan wood, sugar, ground nut oil, cop-
per, lead and iron. Formerly the export trade
was chiefly directed towards Peking. For
some time past there have been strong efforts
to induce the Chinese authorities to open
Nanning to foreign trade, and now that Sir Ernest
Satow has taken the matter in hand it may be
hoped that the pressure brought to bear on the
Waiwupu will have the effect of making
Nanning an open port. There is no doubt
that if Nanning were opened up to trade it
would have a perceptibly beneficial effect on
Hongkong's connections in the West River.—
Ed., H. K. T.]

[Straits Times.]

Chinese Missions.

London, 13th February.
The *Times*, discussing a letter from its
Shanghai correspondent, who suggests that
the main object of the Chinese Missions to America
and Europe is to obtain the abolition of extra-
territoriality, sympathizes with genuine efforts
towards an awakening of China, but deprecates
any hasty concession of this description.

Unemployed.

An unemployed demonstration of 4,000 per-
sons assembled on the Embankment, and
marched to Hyde Park where speeches were
made appealing to the Government to deal with
the unemployed question and asking the
chancellor of the Exchequer for a grant for this
object.

Army Reform.

Seventy-five M.P.s are now pledged to sup-
port Lord Roberts' Army reform scheme.
A meeting to discuss the matter is arranged
to be held on the 14th inst. (to-morrow).

LECTURE ON HANDEL.

PROGRAMME OF MUSIC.

Under the auspices of the Union Church
Literary Club, Mr. George Grimble will to-
morrow night deliver a lecture on Handel,
which will be illustrated by songs and in-
strumental music from the works of the
great composer. The programme which
has been arranged will be contributed to
by Mrs. J. Gordon, Mrs. Maitland, Mr.
Stewart, Mr. Frank Austin, Mr. Paine, and
Mr. Joki. The songs will be as follows:
"Revenge! Timotheus cries" from "Alexan-
der's Feast"; "On Love's Wings" from the
opera "Rodolinda"; "He was despised"
from the oratorio "Messiah"; Recit: "Behold,
a virgin shall conceive"; Air: "O thou that
telles glad tidings" from the "Messiah";
"Come unto Him" from the "Messiah";
"Comfort ye my people" from the "Mes-
siah"; "Honour and Arms" from the oratorio
"Samson"; "How willing my paternal love"
from the oratorio "Samson"; violin, and
piano solos.

THE "SUI SANG" CASE.

The boarding-house keeper—Cheung Kam
Shing, of No. 4 Tit Hong Lane—who was
charged some time ago at the Police Court
for attempting to obtain, under false pre-
tences, the sum of \$312 from Messrs. Jardine,
Matheson and Company, and who was re-
manded on several occasions—was discharged
at the last hearing. But on leaving the Court he
was re-arrested and a charge of aiding and
abetting fourteen men on board the s.s. *Sui
Sang* without permission, was preferred against
him, and the hearing of the case took place at
the Police Court this afternoon.

Mr. H. W. Looker, of the firm of Messrs.
Deacon, Looker and Deacon, prosecuted, while
Mr. O. D. Thomson defended.

The defendant pleaded guilty to the charge,
and after both solicitors had addressed the
Court, Mr. E. A. Hazeland inflicted the maxi-
mum penalty—\$50, or in default two months'
hard labour.

SHIPPING AND MAILS.

MAILES DUE.

English (*Delta*) 23rd inst., 8 a.m.
American (*Siberia*) 23rd inst.
Indian (*Arrolon Apar*) 23rd inst.
German (*Zieten*) 27th inst.
Indian (*Kutsum*) 27th inst.
Australian (*Changsha*) 2nd prox.
American (*America*) 2nd prox.
German (*Prinz Waldemar*) 10th prox.

The C. P. R. Co.'s s.s. *Albatross* arrived at
Vancouver at 8.20 p.m., on 19th inst.
The I. C. S. Co.'s s.s. *Kutsum* from Cal-
cutta and the Straits left Singapore for this
port on 20th inst., at 5 p.m.

The s.s. *Den of Mains*, from London &c.,
left Singapore for this port on 19th inst., and
is expected here on 25th inst.

The O. S. Co. & C. M. S. N. Co.'s s.s.
Diomed left Singapore on 16th inst., at 5 p.m.,
and is due here on 22nd inst.

The M. M. Co.'s s.s. *Loongor* from Amoy
and ports of call left Singapore yesterday morn-
ing, and is due here on 26th inst.

The Imperial German Mail s.s. *Prinz Walde-
mar* left Sydney on Saturday, at 3 p.m., and
may be expected here on 10th prox.

The P. M. S. Co.'s s.s. *Siberia* will sail
from Shanghai on 21st inst., at 10 p.m., and is
expected to arrive here on Friday night.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE ANTI-FOREIGN FEELING.

WARNING FROM JAPAN.

[From Our Own Correspondent.]

Shanghai, 21st February.

1.45 p.m.

An official communique from the Japanese Government has been issued to China on the subject of the anti-foreign spirit of the people.

Japan warns China that immediate steps should be taken towards the suppression of the movement.

[Kuter's.]

Germany and France.

LONDON, 19th February.

The Kaiser has received Baron de Courcel, the special French Envoy, on board a German warship at Copenhagen, showing him marked courtesy.

The German Navy.

It is stated that the King of Denmark has been made an admiral of the German navy.

Later.

The Opening of Parliament.

Parliament was opened with the usual ceremony, but it was shorn of some of its splendour owing to the Court mourning and the absence of the Queen, the Prince and Princess of Wales and the Duke and Duchess of Connaught.

The King walked with a stick, but looked remarkably well, and read the speech in a loud and strong voice.

The Chinese in the Transvaal.

Sir Henry Campbell Bannerman has announced that Chinese in the Transvaal, desirous of returning home, will not be detained against their will.

The Imperial Government will provide funds to repatriate them, and will disavow the judicial punitive methods sanctioned by the recent amendment of the ordinance.

Mr. Chamberlain, in the House of Commons, and Lord Lansdowne in the House of Lords have challenged the Government to express their views regarding the Chinese slavery election posters.

Austria-Hungary.

The Budapest Diet is surrounded by troops.

The Royal Commissioner sent in a rescript dissolving the Diet, reserving the question of summoning another.

The Lower House unanimously returned the rescript unopened, and adjourned.

The commissioners of the Delegate subsequently read the rescript to an empty house and the troops cleared out, and the officials sealed the doors.

MISSIONARIES OF THE FATHERLAND.

The service circular which the German Government has just despatched to all its consular officers in foreign countries sets an example which our own authorities should not be slow to follow, the *Pall Mall Gazette* observes. The German Consul has always been recognised by his countrymen as the first aid to foreign trade, and the circular now bids him to be even more enterprising in reporting to Berlin opportunities for commerce which might occur in the country or district in which he is resident. He is to place himself unreservedly at the disposal of any of his countrymen, being manufacturers or merchants, who might call upon him or otherwise require his assistance, and he is instructed to give advice or introductions in any case in which they might be needed. A similar circular was issued two years ago, but it was not so peremptory or specific in its general instructions as the present one, leaving, as it did, much to the personal initiative or discretion of the Consular officer himself.

It now appears, however, to be plainly the intention of the German Government to make of the Consul a trade missionary as well as a "semi" diplomatic representative. Yet nothing has been done, nor does anything seem likely to be done at present to amend the absurd regulations which more or less compel all our own Consuls to refuse information except that it be sent through the agency of their annual reports to the Foreign Office. Inquiries may, it is true, be sent direct to a Consular officer, but the restrictions imposed upon the manner and extent of the reply are such as to make the information given very rarely of any real avail.

Finally, German Consular officers are encouraged to send home by any means any news of trade opportunities which might be of value to manufacturers and exporters, while it is on record that more than one British Consul has been censured by the authorities in Downing-street for communicating commercial intelligence in response to inquiries, because such intelligence has subsequently appeared in the Press.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CONDITION OF HONGKONG STREETS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Now that the visit of Prince Arthur and the faces are past, the authorities might give some attention to the streets, especially Queen's Road West. This thoroughfare has been in a horrible condition for some time past, and it is only within the last week or so that any steps have been taken to remedy the defects. Even at present the sidewalks are a disgrace and it is wondered at that they cannot be remedied.

As for the streets themselves, why should they not be in first-class condition at all times? The traffic is light, practically nothing compared to other cities the size of Hongkong, and yet the highways have to be kept in continual repair. What would happen if we should have heavily laden trucks? I hesitate to reply, but it seems there would be a continual sea of mud, let alone pavement of any sort.

Also, why is there so much delay in repairing when pipes have been put underground? People seem to take their own good time in this matter, and it is often months before the thoroughfares are respectably passable, and then they are repaired in a manner which compels them to be relaid over again.

Take, for instance, Wellington St.; if there ever was a case this is one; also the streets adjoining for they are the worst in the city. Connaught Road might also be included, for from the Canton and Macao piers, east, the sidewalks have been, or been not, relaid in any suitable manner. Why is there not some law regarding the manner of paving, also a time limit of some character?

And again: why is it allowable for coolies to carry cumbersome loads and wear their large broad hats on the sidewalks? Such a thing is strictly prohibited in all large cities, and there seems to be no reason why such should not be the case here.

It is not only a menace to the public, but a perfect nuisance.

In the recent Ordinance it has been prohibited, temporarily; why not make it permanent?—I am, etc.,

RATEPAVER.

Hongkong, 21st February, 1906.

ADMIRAL NOEL IN DANGER.

IN COLLISION WITH AN ELECTRIC CAR.

What might have proved a very serious accident occurred just in front of the entrance to the British Legation on the 27th ult., says the *Siam Observer*. Mr. Ralph Paget, H.B.M. Minister, and Admiral Sir Gerard Noel, were starting out for the Royal Bangkok Sports Club Gymkhana at Sapatoon in Mr. Paget's motor-car, which he was driving himself. They emerged from the Legation grounds by the gate to the north side of the Queen Victoria Memorial and were run into by a tram-car, the second of two proceeding city-wards at apparently their usual speed. The motor-car had one of its wheels knocked into pieces and its front portion considerably damaged but fortunately neither the British Admiral nor Minister was injured in any way. The whole thing seems to have been caused by the carelessness of the tram-car driver, as he had been on the look out, he must have seen the motor coming through the open rail work or through the southern gateway. Had the car gone through the latter it would have been different as there the trees and buildings to some extent mask the view of the roadway. As it is there is a nice little bill for someone to pay, to say nothing of the vexatious delay to Mr. Paget in having his car laid up for repairs for perhaps three months or so.

THE EFFECTS OF THE CHINESE BOYCOTT.

PACIFIC COAST FLOUR MILLS PARTLY CLOSING.

The Seattle *Post-Intelligencer* states that the Chinese boycott is injuring the business of the merchant millers on the Pacific Coast, according to the statements of men connected with the flour milling industry. A representative of the Hammond Milling Company said on Jan. 6: "To give you an idea of how our business has suffered, I will say that we have not sold anything in China since the end of last September. Most of our business is transacted through our brokers in Hongkong, but during this boycott a few of the merchants out there who formerly bought from them have ordered small quantities from us direct. Our Japanese is holding up nicely; in fact, we received a cable this morning for 20,000 barrels to go there. All the business we will get from Japan will not be sufficient to keep us running full blast, however, and if the boycott is in existence at the end of thirty days we will simply be forced to run only one side of our mill." When asked from what country the Chinese were buying their flour at present, he said: "Most of it is being purchased from the Australian mills at £8 15s. a ton, delivered. Mr. Ostrander, of the Centennial mills, told practically the same story." "According to cable advices received within the past week," he said, "the conditions in Southern China are no better. I understand, however, that there is a commission on their way to this country to present their case before Congress, and I believe they will succeed in their endeavour to have the proper treatment accorded to the representative class of Chinese who come over here. I am thoroughly conversant with the conditions governing this boycott; and I know that the Chinese Government does not expect us to allow the coolies to land here. They do insist, however, upon a square deal when it comes to such of their people as students and merchants."

MARTIN'S TABLES.

Although the adoption of the metric system has been under consideration for a considerable period now, Great Britain still clings to the pounds, shillings and pence, rather than adopt a standard of tens. Those who have lived in the East know how much easier it is to calculate values in dollars and cents than in the currency of the United Kingdom, but the people of the old country were ever averse to change. In measurements, also, the simplicity of metres and kilometres is so generally recognised that engineers prefer that method of calculation to yards and feet. Mr. Alfred J. Martin is an enthusiast in advocating the metric system and for a number of years he has been publishing a book entitled "Martin's Tables," which gives both methods of calculation in all forms, and proves conclusively the superiority of the "one language in commerce" system to the intricate processes which have to be overcome by the British schoolboy and merchant. Some time ago the Colonial Office invited the Governors of British colonies to state their views as to the advisability of adopting the metric system. The reply from this Colony was: "Hongkong would take action with other colonies." Martin's tables is a mine of information on every conceivable subject connected with measurements and calculations. It is published by Mr. T. Fisher Unwin, 1 Adelphi Terrace, London, W.C., and 26.

PAHANG GOLD MINES.

REDUCTION OF OUTPUT.

The Pahang gold output for December, states the *Pahang correspondent of the Straits Times*, is returned as 591 ounces from 3,666 tons of ore treated, valued at approximately \$21,000, the 2½% royalty on which would be \$525. From the published figures for last year, it appears that the export of gold from Pahang has fallen off considerably as compared with the year previous to that. In 1924, 18,004 ounces were obtained, but in 1905 only 9,661—a reduction of almost half; this is due to Raub being now the only working gold mine in the State, and to the list of closed mines being a long one—Panjung, Selensing, Kechan, Tekkal, Tul, and Sepan. This is the first time during the past eleven years that the gold export has failed to reach five figures, and, in this connection, it is interesting to note that the total output for the last 16 years, (that is, since the commencement of British Protection), had 231,269 ounces, or an average of 14,454 a year.

THE NICARAGUAN CANAL.

STRANGE TALE OF A JOINT ENTERPRISE BY BRITAIN AND JAPAN.

The *Japan Times* reproduces from a South-American journal the following story, which is alleged to have been obtained from a confidential source:—It is stated in private circles that Great Britain and Japan are proposing to unite in the building of a great ship canal across Nicaragua, the capital to be supplied by Great Britain and the labour by Japan, which will utilise, in this way, the services of thousands of her soldiers now returning from Manchuria. This canal, it is confidently believed in London, could be constructed years before the Panama Canal was ready for traffic. And it is said that the British Government regards the work as essentially a great strategical undertaking, it being certain to enhance the effective power of the natives of the two nations. Japan, who has already planned for increased trade with South-America, would make large use of the canal. The matter is of the greatest interest to Central America as well as to the great nations of the world. It will be interesting, the *Japan Times* remarks, to see how resident Roosevelt will receive this implied challenge from Lord Lansdowne. British interests in Nicaragua and vicinity are large, for Central America owes huge debts in London.

THE SEIZURE OF DOLLARS CASE.

IMPORTANT RULING.

Judgment was delivered by the Court of appeal in the Straits Settlements in the case of the exportation of Straits dollars which, it will be remembered, created a great sensation last year among the Chinese merchants of Penang and the Straits generally. On the 20th January, 1905, one Khoo Sen Yern, a member of the firm of Jin Yio Long & Co., remitted in the ordinary course of business the sum of \$2,000 to Hongkong, but prior thereto he called on and obtained from Messrs. Adamson, Gilliland & Co., agents in Penang for the P. & O. S. N. Co., a permit for the shipment of the said dollars, which permit was duly signed by the Harbour Master and by the Assistant Treasurer of the Government at Penang, duly authorised thereto and then exchanged by the said Messrs. Adamson, Gilliland & Co. for a shipping order. The defendants say that the said permit, which is now in the possession of the Registrar of Imports and Exports and in pursuance of which the said dollars were shipped by them, gave them all the authority necessary (if any were necessary) to send the said dollars to Hongkong. These dollars in the course of transit were seized in the port of Singapore and detained.

The case first came before Mr. Justice Fisher and judgment was delivered by the learned judge on the 15th November, last year, wherein he held that the seizure was lawful.

The defendants appealed against the decision contending that the seizure was contrary to the provisions of the Ordinance XXIV of 1903 or to the provisions of the prohibition in Government Notification, No. 67 of 1905, or contrary to law. Judgment in the above case was delivered on the 6th inst. the Court being of opinion:—That it was a condition precedent to the order published in the Gazette of 16th January, 1905, having any force that it should be approved by the Secretary of State; that until such approval was given the order had no force and effect and that nothing done subsequently could give it force or effect on a date earlier than that of the approval. Under the circumstances therefore of this case the seizure of the dollars in question was illegal and the plaintiff's claim cannot be allowed.

THE ALGERIRAS CONFERENCE.

SOME POINTS AT ISSUE.

Nothing has ever shown the absolute hypocrisy of all Europe more clearly than the Conference at Algieras, with the possible exception of the international filibustering expedition to China a few years ago. Germany, France, England, Spain, and the rest of the Powers are to assemble to dispose of the future of a country which neither desires nor needs their interference. As far as is to be discovered from the various "white" and "yellow" and "blue" books, published by the various Governments, the one Power (sic) which is to have no say in Morocco herself. The only people whose interests are not to be consulted are the Moors.

It cannot be said that the interior condition of Morocco constitutes a menace to Europe. We have yet to learn, writes R. B. Cunningham-Graham in the *London Morning Leader*, that a Moorish army is likely to threaten France, Spain, or Great Britain. The Rif pirates have long disappeared. In the country itself there have been no murderous outrages on Europeans. At least two-thirds of the claims that the various Governments have presented to the Sultan on behalf of their subjects are bogus. Life and property are no more unsafe in Morocco than they have been for the last five hundred years.

If the interest on the different loans, granted to the Sultan, is in danger, it deserves to be so, as the rate at which they were obtained is scandalously high, and the conditions extremely onerous. The Moor, Arab, or Berber who would ask for European intervention is not yet born. The conditions of life, though not fitted for Europe, do not appear unbearable to the inhabitants of the country themselves.

THE CONTENTED MOOR.

Knowing many parts of the empire well, I am in a position to state that as regards money, the Moors are better off than they have been for long, for no taxes have been collected for at least three years. Possibly the Sultan and his Court are in difficulties; but they deserve to be so, as they have wasted their money in buying futile European toys instead of useful agricultural implements. They have frittered away the treasure that should have been devoted to making roads and bridges, and drilling and equipping their army, in balloons, in divingbells, in automatic sweetmeat stands, in motor-cars, in photographic apparatus, in cinematographs, and in folly of all sorts and of every degree.

It is true that there is a rebellion which has lasted several years; that there is a person whom European newspapers have dignified with the name of "the Pretender," in the field. But this rebellion has damaged no European, either in person or in property, to any great extent. As for the "Pretender," to the Moors he is unknown by that name. They know him as El Riqui (The Common One), and remember that such persons have appeared periodically in the history of their land, that they have endured for a season, and then fallen into oblivion.

To readers of the newspapers, Morocco appears a country given over to battle, to murder, and to sudden death. In reality it is much as it always has been for ages past. Certain roads, as that from Tangier to Tetuan, are closed, or were so, at least, in July of last year, when I was there. Others are as safe as Piccadilly, and any tourist can go, taking with him wealth in guns, in horses, and in money (which seems enormous to Moors), to Fez or to Marrakesh, almost as safely as he can go from London to Edinburgh or to Inverness.

The central government being weak, and the ruler more occupied in taking photographs and looking at dissolving views than mounting barbed steeds, the tribes take the opportunity to settle all old grievances. In doing so they interfere with no one outside of themselves, and kill but few of one another, owing to their cautious way of making war. So much, then, for the interior condition of the land, as it appears to me. What, then, are the reasons for the conference?

WHAT THE NATIONS WANT.

In the first instance, France wants to join her flots, to the Senegal. A fair enough ambition, and one that we, who poured out blood (the blood of others chiefly) for the same reason in the Sudan, cannot but justify.

France certainly had raids upon the western frontier of Oran, which gave her reason to complain. But, after all, they were but cattle raids, and the tribal fights which rose from them were inconceivable. Still, she can fairly ask for leave to police her frontiers, and without leave has always done so for the last ten years, annexing here and there a bit of territory by force or stealth, just as we now and then unite inadvertently (as it appears) allow the Union Jack to float out from a flagstaff on the bench of some quite unconsidered island or another, which shortly serves us as a coaling station.

Spain, for four hundred years, had held various possessions on the Moorish coast. She has the right to them as we have to Aden and to Gibraltar—that is, she holds them by the sword, and quite against the wishes of the Moors. They are of little value, either to her or anybody else, for it should never be forgotten that in the main Morocco is a poor and barren land, with bits of fertile plains between its mountains, but without minerals, except in the mind's eye of certain company promoters and the like. Spain, though nobody can tell, has always looked upon Morocco as her outlet, though it is pretty thickly populated. Even when she had almost all America still turned to Morocco with regret—a monomania, resembling that of him who has a handsome wife, and yet looks ever anxiously upon his housemaid, though she is dirty and a slut. Still, Spain has several thousand subjects scattered up and down about the ports, and congregating in and about Tangier, which in a measure gives her a claim upon the place. Most of her subjects are miserably poor, and how they live, or why they came, or

stay, no one can tell. Still, they are pleasant, merry, hardworking men enough, and blend far better with the Moors than either Germans, English, or the French, and make a better blot upon the landscape than the rest.

WHAT THEY MIGHT DO.

Germany is in a different case. Her emperor, with his hands tied in Europe by the Socialists, made the excursion that is now history, I suppose, into Tangier. He came, he saw, and went away again. No doubt he would have liked a port, say Casa Blanca, or, perhaps, Mogador; but the bluff failed, and he was ejected for the nonce.

We virtuously gave up our claims, such as they were, for other claims possessed by no one, in another place. In our fell haste to settle all in Egypt, we forgot to stipulate that Tangier should be neutralised, which we could easily have done, as Russia at the moment did not count. Now France and England practically can do anything they like.

They hold the Sultan in the hollow of their hands. What they do not hold is the people of the land.

Ten million men, mostly well armed with modern rifles in a country compared to which the Transvaal was a bowling-green, and who all hate a foreigner more than they hate the devil, may present complications which it would not be profitable for anyone to solve.

What can be done at Algieras (for the Moors) is little, for they want nothing from us but to be let alone. True, we can stop the Sultan getting money unless he uses it to benefit the country, and not for follies for himself. We ought to stop the drink traffic, but I suppose it will not even be discussed.

We might abolish the Protection system, which as it stands, is a disgrace. Foreigners living in Morocco should be taxed. They now escape scot-free. The reason is because the countries that they come from are strong, and that Morocco is too weak to stand up and protest against this scandal, and against many others which exist. France might be left the right to police her frontier, but the police force for Tangier ought to be Belgian, Danish, Dutch, or come from some small country without the strength to interfere except under protection from the European Powers. We ought to stand up for a perpetual economic open door, and even yet strive to get Tangier neutralised, remembering that a strong Power with an effective fleet, which held the place, could close the straits, and make Gibraltar of as little use as Easter Island or the Old Man of Hoy.

"MEKTULE."

The army might be reorganised by officers of several of the Powers, though France, no doubt, will want it in her hands. The Sultan ought to be helped to put the Riqui down, and shown how to frame some sort of reasonable taxation scheme, for at the present time he has no revenue. Concession-mongers of all kinds ought to be dealt with shortly, with all those who sell the natives drink and rifles on the sly. If what I hint at briefly should be done, the conference could do but little harm. But as it probably will look upon Morocco but as a field for international exploitation of the unlucky Moors, I fear the worst.

Three of the European Ministers, the British, Spanish, and Italian, know the country well. Count Tattenbach also must have learnt not a little in his six months at Fez. The rest are merely, so to speak, bottle holders for their respective principals, and their part will be small. Once more the European nations have a chance to prove their faith and honesty.

What will they write upon the slate? Will it be China once again, or what? In any case, nothing they do, even if all act for the best, can really benefit the Moors.

They will smile quietly, and say "Mektule," that is, it all is written. And Allah, I suppose, will look down frostily through the clear air, all unconcerned.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/01
Do. demand	2 0 15/16
Do. 4 months' sight	2 1/2
France—Bank T.T.	2 6 1/2
America—Bank T.T.	50 1/2
Germany—Bank T.T.	2 1/2
India T.T.	154 1/2
Do. demand	154 1/2
Hang-ai—Bank T.T.	7 1/2
Singapore T.T.	138 1/2
Japan—Bank T.T.	101 1/2
Yan—Bank T.T.	24 1/2

Buying.

1 months' sight L/C.	2 1/2
3 months' sight L/C.	2 1/2
30 days' sight San Francisco & New York	51 1/2
1 months' sight do.	52
30 days' sight Sydney and Melbourne	2 1/2
1 months' sight France	2 6 1/2
3 months' sight do.	2 6 1/2
4 months' sight Germany	2 1/2
for Silver	208
Bank of England rate	4 1/2
sovereign	9 1/2

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FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DIOMED"	22nd February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	6th March.
GLASGOW and LIVERPOOL	"TEENKAI"	13th "
GLASGOW and LIVERPOOL	"KEEMUN"	17th "
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "

The S.S. "Diomed" left Singapore on the 16th inst. at 5 p.m. and is due here on the 22nd.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	27th February.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
AMSTERDAM, LONDON & ANTWERP	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
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TIENSIN	"CHILTI"	23rd "
SWATOW and TIENSIN	"KWEICHOW"	24th "
NINGPO and SHANGHAI	"KINGPO"	25th "
MANILA	"TEAN"	27th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TSINAN"	28th "
CEBU and ILOILO	"KATONG"	6th March.
CEBU and ILOILO	"SUNGKIANG"	7th "

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MANILA	"LOONGSANG"	SATURDAY, 24th Feb., 4 P.M.
SHANGHAI	"ITANGSANG"	SATURDAY, 24th Feb., 3 P.M.
S'GAPORE, S'RAVAYA & SAMARANG	"CHUNSANG"	TUESDAY, 27th Feb., 3 P.M.
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CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 20th February, 1906.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ST. GEORGE" 24th February.

"SHIMOSA" to follow.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 20th February, 1906.

Shipping—Steamers.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSTRAE,"

Captain J. McGillivray, will be despatched as
above, on or about THURSDAY, the 22nd
February, 1906.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Hongkong, 20th January, 1906.

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BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain T. P. Babu, will be despatched as above,
on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th February, 1906.

[250]

HAMBURG-AMERIKA LINIE.

REGULAR SERVICE TO

WILDIWOSTOCK.

S.S. "SLAVONIA,"

Capt. Porzilius, 26th February, (via Nagasaki).

S.S. "DAPHNE,"

Capt. Schipper, 4th March, (via Shanghai).

The steamers have superior First-class Accom-
modation for Passengers.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th February, 1906.

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Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA,"

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 27th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 20th February, 1906.

[4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 19th February, 1906.

[4]

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Matapan* and from Havre ex
s.s. *Matapan*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the Godowns and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before 2 P.M., TO-PAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 26th February, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 25th February, or they will not be re-
cognised.All damaged packages will be examined on
MONDAY, the 26th February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th February, 1906.

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PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARABIA,"

FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.No Fire Insurance will be effected by us in
any case whatever.S. SILVERSTONE,
Acting General Agent.

Hongkong, 15th February, 1906.

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Consignees.

FROM HAMBURG, ANTWERP, PENANG

